





**For Sale.**  
**MACLEWEN, FRICKEL & Co.**  
**VICTORIA EXCHANGE,**  
 ARE NOW HANDING  
**DEVON'S NONPAREIL KEROSINE**  
**OIL.**

FAIRBANK'S SCALES.  
 COOKING STOVES.  
 AGATE IRON WARE.  
 WAFFLE IRONS.  
 CASH AND PAPER BOXES.  
 KEROSINE STUDY LAMPS.

CORNMEAL HOMINY.  
 CRACKED WHEAT. Cranberry SAUCE.  
 STUFFED PEPPERS. MACKEREL.  
 AMERICAN HAMS AND BACON.  
 PRIME YORK HAMS.

**WINES, &c.**  
 CHATEAU LA TOUR, pinks & quarts.  
 1865. GRAYES, " "  
 BREAKFAST CLARET, " "

SACCO'S MANZANILLA & AMON-  
 TILLADO.  
 SACCO'S OLD INVALID PORT.  
 HUN'S PORT.  
 1 and 3-star HENNESSY'S BRANDY.  
 COGNAC'S BRANDY.  
 OLD BOURBON WHISKY.  
 BUCK'S OLD IRISH WHISKY.  
 KENNAN'S LL WHISKY.  
 ROYAL GLENDE WHISKY.  
 BROWN'S OLD TOM GIN.  
 JAMESON'S IRISH WHISKY.  
 MARSALA.  
 CHARTREUSE.  
 MARASCHINO.  
 CURACAO.

**CIGARS.**  
 NEUVO HABANOS, 1<sup>st</sup> HABANOS,  
 VEQUEBROS, REGALIA ISLENA,  
 REGALIA SENCILLA, LONDRES,  
 DAMAS, INSULARS, HABANOS,  
 PERLAS, CIGARETTES.

**OILMAN'S STORES,**  
 at the lowest possible prices  
**FOR CASH.**

**MACLEWEN, FRICKEL & Co.**  
 Hongkong, July 1, 1885. 1105

**Insurances.**  
**SINGAPORE INSURANCE COMPANY,**  
**LIMITED.**

**HEAD OFFICE—SINGAPORE.**

THE Undersigned, AGENTS for the above  
 Company, are prepared to GRANT  
 POLICIES against FIRE on usual terms  
 at Current Rates.

**ADAMSON, BELL & Co.,**  
 Agents.

Hongkong, July 10, 1885. 1107

**THE STRAITS INSURANCE COM-**  
**PANY, LIMITED.**

THE Undersigned having been appointed  
 AGENTS for the above Company are  
 prepared to GRANT POLICIES on MARINE  
 RISKS to all parts of the World, at current  
 rates.

**ARNHOLD, KARBBERG & Co.**

Hongkong, November 5, 1883. 855

**LONDON ASSURANCE CORPORATION**  
**(LIFE.)**

**REDUCTION OF EASTERN RATES.**

POLICIES Issued on the spot for any  
 sum up to £5,000.

EXAMPLE:  
 Age 30, With Profits... £3.14 per cent.  
 " 30, Without Profits... £3.90 "

**HOLLIDAY, WISE & Co.,**  
 Agents.

Hongkong, June 30, 1885. 1101

**LANCASHIRE INSURANCE**  
**COMPANY.**

**(FIRE AND LIFE.)**

**CAPITAL—TWO MILLIONS STERLING.**

THE Undersigned are prepared to grant  
 POLICIES against the Risk of FIRE on  
 Buildings or on Goods stored therein, on  
 Goods on board Vessels and on Hulls of  
 Vessels in Harbour, at the usual Terms  
 and Conditions.

Proposals for Life Assurances will be re-  
 ceived, and transmitted to the Directors  
 for their decision.

If required, protection will be granted on  
 first class Lives up to £1000 on a Single  
 Life.

For Rates of Premiums, forms of propo-  
 sals or any other information, apply to  
**ARNHOLD, KARBBERG & Co.,**  
 Agents, Hongkong & Canton.

Hongkong, January 4, 1887. 100

**To-day's Advertisements.**

**CASTLE LINE OF STEAMERS.**

**FOR YOKOHAMA AND HIOGO.**

The Steamship  
**Glenn Castle,**  
 S. VALLES, Commander,  
 will be despatched for the  
 above Ports on TUESDAY, the 14th Inst.,  
 at 4 p.m.

For Freight or Passage, apply to  
**ADAMSON, BELL & Co.,**  
 Agents.

Hongkong, July 11, 1885. 1176

## To-day's Advertisements.

**INDO-CHINA STEAM NAVIGATION**  
**COMPANY, LIMITED.**

**FOR SHANGHAI.**

(Taking Cargo & Passengers at through rates  
 for CHEFOO, TIENTSIN, NEW-  
 CHANG, HANKOW and Ports on the  
 YANGTZE.)

The Co.'s Steamship  
**Canton,**  
 Capt. BAHERNE, will be  
 despatched as above on TO-  
 MORROW, the 12th Instant, at 4 p.m.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
 General Managers.

Hongkong, July 11, 1885. 1173

**STEAM TO BOMBAY VIA STRAITS.**

The P. & O. S. N. Co.'s  
 Steamship  
**Khaia**  
 will leave for the above  
 places on SATURDAY, 18th Instant, at  
 3 p.m.

A. McIVER,  
 Superintendent.

P. & O. S. N. Co.'s Office,  
 Hongkong, July 11, 1885. 1175

**OCEAN STEAMSHIP COMPANY.**

**FOR LONDON VIA SUEZ CANAL.**

The Co.'s Steamship  
**Yates,**  
 Captain BROWN, will be  
 despatched as above on  
 THURSDAY, the 24th Instant.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
 Agents.

Hongkong, July 11, 1885. 1172

**PACIFIC MAIL STEAMSHIP**  
**COMPANY.**

**THROUGH TO NEW YORK, VIA**  
**OVERLAND RAILWAYS, AND TOUCHING**  
**AT YOKOHAMA, AND SAN FRANCISCO.**

THE U. S. Mail Steamship **CITY OF**  
**NEW YORK** will be despatched  
 for San Francisco, via Yokohama, with  
 the option of calling at Honolulu, on  
 TUESDAY, the 28th July, at 3 p.m.,  
 taking Passengers and Freight for Japan,  
 the United States, and Europe.

Through Bills of Lading issued for trans-  
 portation to Yokohama and other Japan  
 Ports, to San Francisco, to Atlantic and  
 inland Cities of the United States, via Over-  
 land Railways, to Havana, Trinidad, and  
 Demerara, and to ports in Mexico, Central  
 and South America, by the Company's and  
 connecting Steamers.

Through Passage Tickets granted to  
 England, France, and Germany by all  
 trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who  
 have paid fare, re-embarking at San  
 Francisco for China or Japan (or vice versa)  
 within six months, will be allowed a discount  
 of 20 % from Return Fare; if re-embarking  
 within one year, an allowance of 10 % will  
 be made from Return Fare. Pre-Paid Return  
 Passage Orders, available for one year;  
 will be issued at a Discount of 25 % from  
 Return Fare. These allowances do not apply  
 to through fares from China and Japan to  
 Europe.

Freight will be received on board until 4  
 p.m. the day previous to sailing. Parcel  
 Packages will be received at the office until  
 5 p.m. same day; all Parcel Packages  
 should be marked to address in full; value  
 of same is required.

Cumulative Invoices to accompany Cargo  
 destined to ports beyond San Francisco  
 should be sent to the Company's Offices in  
 Seattle, Vancouver, and Victoria, or to the  
 Collector of Customs at San Francisco.

For further information, as to Passage  
 and Freight, apply to the Agency of the  
 Company, No. 60A, Queen's Road Central.

**F. E. POSTER,**  
 Agent.

Hongkong, July 11, 1885. 1177

## To-day's Advertisements.

**IN THE SUPREME COURT OF**  
**HONGKONG.**

**In the Matter of the Estate of**  
**DWARAKADASS DORSEYBHOY,**  
 late of Bombay, Deceased.

**ALL CLAIMS** against the above Estate  
 must be presented to the Supreme Court,  
 on or before the 9th day of AUGUST, 1885,  
 after which date no Claims can be enter-  
 tained.

**ALFRED G. WISE,**  
 Official Administrator.

Registry, Supreme Court,  
 10th July, 1885. 1174

**HONGKONG, CANTON AND MACAO**  
**STEAMBOAT COMPANY,**  
**LIMITED.**

**NOTICE TO SHAREHOLDERS.**

THE Thirty-Eighth Ordinary Half-Yearly  
 MEETING of SHAREHOLDERS in the  
 Company will be held at the Office of the  
 Company, No. 7, Queen's Road Central,  
 on FRIDAY, the 31st Instant, at Three  
 o'clock in the Afternoon, for the purpose  
 of receiving a Report of the Directors,  
 together with a Statement of Accounts,  
 showing a Dividend, and electing Directors  
 and Auditors.

The Transfer BOOKS of the Company  
 will be CLOSED from the 18th to the 31st  
 Instant, inclusive.

By Order of the Board of Directors,  
**T. ARNOLD,**  
 Secretary.

Hongkong, July 11, 1885. 1171

**Not Responsible for Debts.**

Neither the Captain, the Agents, nor  
 Owners will be Responsible for  
 any Debt contracted by the Officers or  
 Crew of the following Vessels, during  
 their stay in Hongkong Harbour.

**ALLIE ROWE,** Hawaiian brig, Capt. G. B.  
 Holland.—Meo Fook.

**ANNIE H. SMITH,** American ship, Capt.  
 R. B. Brown.—P. & O. S. N. Co.

**BELLE or ORRISON,** Amer. barque, Capt.  
 E. Matthews.—Messageries Maritimes.

**C. D. BRYANT,** American barque, Capt.  
 J. L. Colcord.—Eduard Schellhaas & Co.

**COLUMBUS,** German ship, Capt. B. Sauer-  
 muelch.—Boroo Company, Limited.

**FRANK PENDLETON,** American ship, Capt.  
 E. P. Nichols.—Order.

**HAROLDINE,** American 4-masted schooner,  
 Captain Tibbitts.—Order.

**HIGHLAND LIGHT,** American ship, Capt.  
 J. W. Norcross.—Order.

**KORHASS,** German barque, Capt. T. A.  
 Vissers.—Order.

**PEXOSBOR,** American barque, Capt. P. L.  
 Chapman.—Arnold, Karberg & Co.

**RALPH M. HAYWARD,** Amer. barquentine,  
 Capt. J. Baxter.—Arnold, Karberg & Co.

**SHARPSHOOTER,** British barque, Captain  
 John Horne.—Gillman & Co.

**WILNA,** American ship, Captain S. Sim-  
 mons.—Order.

**SHIPPING.**

**ARRIVALS.**  
 July 11, 1885.—  
**Snocho,** British steamer, 327, Lawson,  
 Takao July 8, Ballast.—CHINESE.

**Amoy,** British steamer, from Whampoa.  
**Palos,** American gun-vessel, from Canton.  
**Caribbe,** American steamer, 973, Cass,  
 Saigon July 7, Rice.—ORDER.

**Khaia,** British steamer, 1,410, W. E. L.  
 Clement, Bombay June 23, and Singapore  
 July 8, General.—P. & O. S. N. Co.

**Audacious,** British ironclad frigate, 3,395,  
 Hugo L. Pearson, Port Hamilton July 4.

**Vessels Advertised as Loading.**

**Destination.** **Vessels.** **Captain.** **Agents.** **Date of Leaving.**

Bombay, via Straits.....Khiva (s).....J. Rowell.....July 18, at 3 p.m.

London, via Suez Canal.....Gordon Castle (s).....J. Rowell.....July 18, at 3 p.m.

London, via Suez Canal.....Glenage (s).....J. Rowell.....July 18, at 3 p.m.

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Anton, German steamer, 396 E. Aereboe,  
 Pakhoi July 8, and Hoihow 10, General.  
 WITNER & Co.

**Amatista,** British steamer, 522, Thos.  
 Hamlin, Tientsin July 7, Amoy 9, and  
 Swatow 10, General.—DOUGLAS STEAMSHIP  
 Co.

**Canton,** British steamer, from Whampoa.  
**Vigilant,** British despatch-vessel, from  
 Amoy.

**DEPARTURES.**  
 July 11.—  
**Ajoe,** for Singapore and London.  
**Emeralda,** for Amoy and Manila.  
**City of Rio de Janeiro,** for San Francisco.  
**Danube,** for Bangkok.  
**Soochow,** for Canton.  
**Benetli,** for Amoy.

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**Emeralda,** for Amoy and Manila.  
**City**







## A PLEASANT VISIT TO HONGKONG.

A Hampshire paper publishes the following letter from the Rev. C. Spurgeon Murrell, which may interest our readers:—

S. S. GLENAGARY,  
Hongkong, 17th March, 1885.

We came in here about nine o'clock this morning. For about two hours previous to reaching Hongkong we were passing through hundreds of islands of various sizes, but all of them quite barren. This part of the Chinese coast abounds with these islands; they used to be the abodes of pirates, and capital hiding places they must have made. The island of Hongkong is enclosed by these barren islands, some near here looking very pretty when the sun shines on them, owing to patches of sand which appear in the distance of a blue colour. We passed the wreck of a steamer belonging to the Galle Line this morning, she struck upon a sunken rock in broad daylight as she was passing through the islands; her masts are the only visible parts of her.

Hongkong is very bold and grand, but lacks, in my opinion, the beauty of Singapore. As seen from the ship, the houses built on the mountain side remind one somewhat of Bath. The whole makes a pretty picture from the water. I cannot describe the lively scene that took place immediately on our anchoring. Chinese junk of all sizes, with hideous eyes painted on their bows, they loomed and hambo-ribbed sails, snappings in which the owners live as though they were on *terra firma*, and steam whistles warning around on all sides like bees. What a clatter of tongues—what a scene of excitement—as the Chinese junkmen, with their eyes in the air, at last all are gone, and we are heartily glad of it.

After breakfast I am very desirous to go ashore. The other passengers prefer waiting, so I decide to go alone. I jump into a junk with some difficulty, for a heavy sea is running, and away we go. The junk rolls about on the waves like a cork, the sail is rather heavy for the boat, and we heel over to one side in a way that would alarm some timid old ladies. At last we reach the jetty, jump out, delighted to set foot on Chinese soil.

I first make my way to the post-office and despatch my letters, for the mail closes at three o'clock. Then I visit the English prison, and after leaving there make my way to the central market, where I have seen enough strange sights lately, and prefer to look at the quiet of nature before witnessing the turmoil of man in the city. My road lies over the top of a mountain 2,000 feet high. The road is a good one, and winds round the mountain side like a serpent. As I ascend I get good views of Hongkong and the harbour. The Chinese trees appear to be bamboo and fir. I pass many Chinese on my way up; they are nearly all wearing sun hats. These hats are apparently made of straw, and would measure within a yard or two of the basket shields of ancient Britons than hats. When the sun is not powerful the wearers sling them behind their backs, and then the similarity of a shield strikes one more forcibly. Meanwhile they wear their ordinary cloth caps, with the red band on top, or if less respectable, they walk along with a bare head. In Singapore I saw many Chinese walking under a tropical sun with nothing to shelter their heads but the fans they carry. Fans, by the way, seem an antiquated article in China; I saw only one in the whole of Hongkong.

One thing which surprised me was the comparative plainness with which all the Chinese were dressed. Some of the children, however, were wearing all the traditional Chinese costume, including the long robe, which the Chinese are noted. Here are three examples I noted this afternoon: 1. Blue dress, with yellow jacket or blouse, and red trousers. 2. Blue dress, green trousers, white blouse, and cap of many colours. 3. Black dress, blue trousers, yellow dress, black blouse, and blue cap. The Chinese have a habit of shrinking their arms up their capacious sleeves, so as to give a stranger the impression at first sight that they are armless. Their tails are long and are seen to come out from under their robes. I saw one man with a more hair than would be suspected. I know some ladies in the West who would envy some Chinese their long black bushy hair, whose tails I saw the barber combing out to-day. But the Chinese ladies' head-dresses are the most curious arrangement I have ever seen. At each side of the head the hair is thickened and fastened by grease into a sort of fan, which sticks out over the ears, while the hair at the back is done up in a mysterious way into an arrangement very much like the handle of a teapot; this is fastened with large lumps of grease. There is no exaggeration in this description. I have seen many examples of this peculiar head-dress.

Wednesday, March 18th, 1885.—To-day has been cloudy and wet; the mountains have been shrouded in thick clouds, and everything has looked dull and depressing. The harbour is crowded with vessels; five or six ships have come already. Mr. and Mrs. Dixon and myself went ashore this morning, and had a walk, returning to the island. One thing I noticed when we were on the hill, and I found that the hill was not so high as I had been told.

A solitary Hindu policeman is stationed here. I rest a while in his hut, and then take a short walk to the Victoria. The road goes round rather than over the mountain, and is about three miles shorter than the first road I took. I pass a Chinese cemetery on my way. The graves are dug out of the hill side, and are only marked by a small stone; each stone has a Chinese inscription. There are hundreds of these graves, and some are marked with a horsehoe-shaped building each of these with a round red patch on the stone at the head of the horsehoe. The cemetery is not enclosed in any way; there is nothing but the termination of the graves to mark its boundaries. A little further on I see Victoria; I also get a good view of the new fort the English are building here to strengthen their position; a native nursery garden next attracts my attention. Here some large dolls have been stuck into the ground, and trees are so planted and trained as to form garments for these images. There are some miniature trees trained into shapes like deer, dragons, &c. The Chinese are noted for their ingenuity in thus representing and moulding nature. I must say, however, that with the exception of the dolls clothed in their living green, the specimens I saw this afternoon rather disappointed me.

Now I visit the town, and having become somewhat accustomed to the strange aspect of an Eastern town, I will endeavour to describe the scene. Imperfect and crude I know my tale must be, but I will do my best. One thing that strikes a stranger with surprise in the streets of Victoria, on Hongkong Island, is the absence of all animals of any description. I have seen (carriages drawn by man) and sedan chairs in every direction, but not a single horse or bullock is to be seen in any street. Costermongers carrying their varied loads on the ends of bamboo poles placed across

the shoulders are very plentiful. These gentry call attention to their wares by a sort of rattle—a kind of drum, to which is attached a piece of silk or cord with a bead at the end. The seller shakes the drum, and so causes the bead to strike continually, the effect produced being very much like a kind rattle. Still, with all kinds of strange, unnameable refreshments, are to be seen, the cooking being done on the spot. A few pairs of common chopsticks are kept, and the buyer fishes the delicious morsels out of the pot into his mouth, with these public chopsticks, much the same as people at home stay and drink at a public fountain from the common cup provided for that purpose. One of these stallholders desired to know 'if I like taste,' but I informed him 'I no like.' Some of the native provisions are anything but tempting, as for instance, when I saw one man this afternoon basting some eel with a pig with some dirty-looking feathers to make the meat appear glossy, I felt I would rather be excused trying it.

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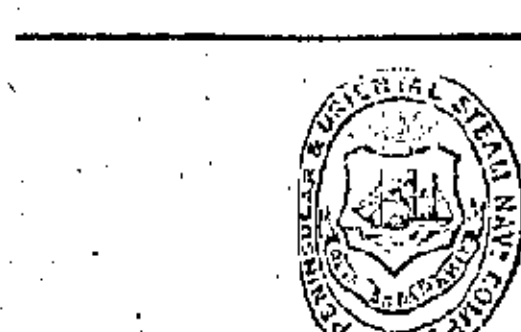
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## Mails.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, BOMBAY, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, LONDON AND PLYMOUTH; BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *RAVENNA*, Captain B. STEWART, with Her Majesty's Mail, will be despatched from this for LONDON direct, via SUEZ CANAL, and usual Ports of Call, on THURSDAY, 10th July, at 4 p.m. Cargo will be received on board until 10 a.m. on the day of sailing.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Book of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Cargo and Passengers for MALAKKA.

A. McIVER, Superintendent.  
Hongkong, July 6, 1885. 1143

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BORDEAUX, DE HAYRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 23rd July, 1885, at Noon, the Company's S.S. *PETIT*, Commandant GOURAUD, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 22nd July, 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, July 10, 1885. 1160

INSURANCES.  
QUEEN FIRE INSURANCE COMPANY.

THE UNDERSIGNED are prepared to accept Risks on First Class Goods at a 1 per cent. net premium per annum.

MORTON & Co., Agents.  
Hongkong, May 19, 1881. 938

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE UNDERSIGNED, AGENTS of the above Company, are authorized to insure against FIRE & Current Risks.

GILMAN & Co.  
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The Third, A.D. 1720.

THE UNDERSIGNED have been appointed Agents for the above Corporation, prepared to grant Insurances as follows:—

Main Department.  
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at current rates.

Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872. 498

Intimations.

SUMMER TIME TABLE.

THE KWOLLOON FERRY.

SEA LAUNCH.

RUN DAILY BY A FERRY BOAT between Peddar's Wharf and Tsim-Tsui at the following hours:—

WEEK DAY.

SUNDAYS.

Leave from Peddar's Wharf.

Leave from Tsim-Tsui.

1.00 " 2.00 " 3.00 " 4.00 " 5.00 " 6.00 " 7.00 " 8.00 " 9.00 " 10.00 " 11.00 " 12.00 P.M.

1.30 " 2.30 " 3.30 " 4.30 " 5.30 " 6.30 " 7.30 " 8.30 " 9.30 " 10.30 " 11.30 " 12.30 P.M.

1.20 " 2.20 " 3.20 " 4.20 " 5.20 " 6.20 " 7.20 " 8.20 " 9.20 " 10.20 " 11.20 " 12.20 P.M.

1.30 " 2.30 " 3.30 " 4.30 " 5.30 " 6.30 " 7.30 " 8.30 " 9.30 " 10.30 " 11.30 " 12.30 P.M.

1.40 " 2.40 " 3.40 " 4.40 " 5.40 " 6.40 " 7.40 " 8.40 " 9.40 " 10.40 " 11.40 " 12.40 P.M.

1.50 " 2.50 " 3.50 " 4.50 " 5.50 " 6.50 " 7.50 " 8.50 " 9.50 " 10.50 " 11.50 " 12.50 P.M.

2.00 " 3.00 " 4.00 " 5.00 " 6.00 " 7.00 " 8.00 " 9.00 " 10.00 " 11.00 " 12.00 P.M.

2.10 " 3.10 " 4.10 " 5